Flight

Birmingham MOA

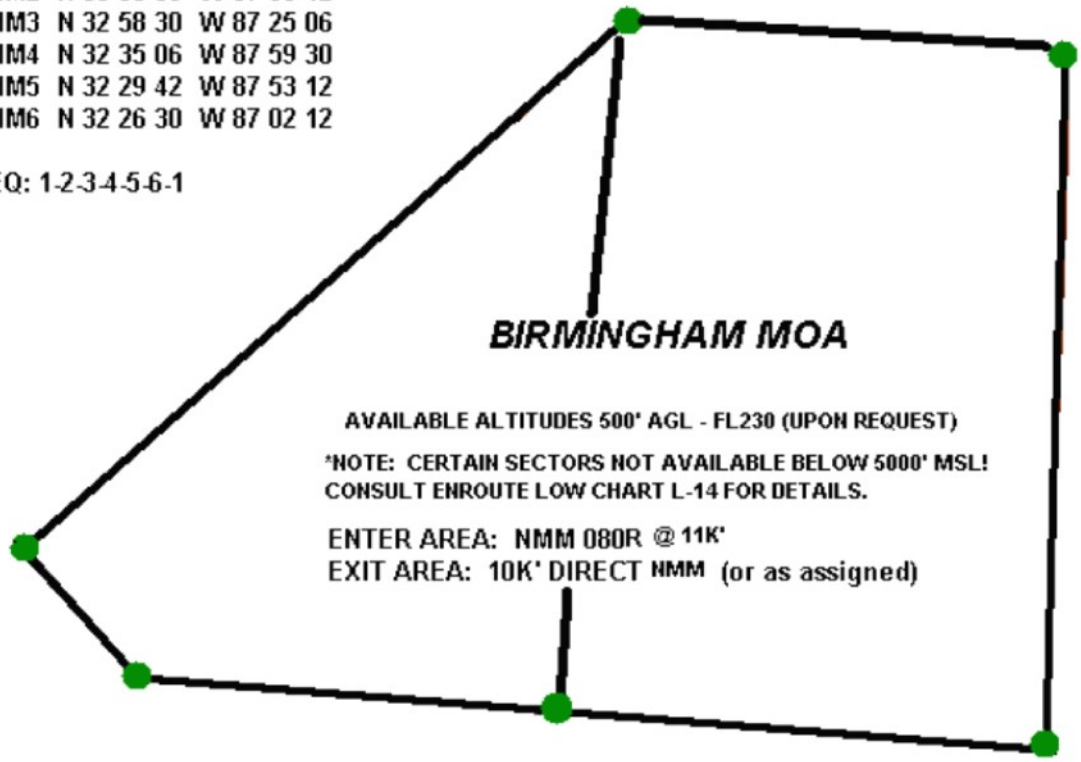
Mission

COURSE RULES GOUGE

Birmingham MOA

BHM1 N 32 58 30 W 87 01 12
BHM2 N 33 00 00 W 87 05 42
BHM3 N 32 58 30 W 87 25 06
BHM4 N 32 35 06 W 87 59 30
BHM5 N 32 29 42 W 87 53 12
BHM6 N 32 26 30 W 87 02 12

SEQ: 1-2-3-4-5-6-1


BIRMINGHAM MOA
AVAILABLE ALTITUDES 500' AGL - FL230 (UPON REQUEST)
*NOTE: CERTAIN SECTORS NOT AVAILABLE BELOW 5000' MSL!
CONSULT ENROUTE LOW CHART L-14 FOR DETAILS.
ENTER AREA: NMM 080R @ 11K'
EXIT AREA: 10K' DIRECT NMM (or as assigned)

System set up

- **<u>Clearance</u>- Put a Sting (Day-2 and 4 plane FORM) or Tuna (NFAM) clearance on request.**
- **<u>Waypoints</u>- Enter Waypoints BHM1-BHM6 in waypoints 1-6. Put EWA in WYPT 7. You can put MGM and BHM in WYPT 7 & 8 for diverts. Put the landing runway at NMM in WYPT 9 and NMM 19L in WYPT 10.**
- **<u>Sequence</u>- 1-6,2.**
- **<u>Course line-</u> Put in 080 CRS off NMM. After departure your initial clearance will be to intercept the 080 R off NMM climbing to 7K, expect 11K 10 minutes after departure. Off Runway 01R you will usually receive a heading 140 to intercept the 080 Radial outbound. Off Runway 19R you will usually receive a heading of 050-060 to intercept the 080 Radial outbound.**

Departure

- **After airborne and clean below 200 KIAS, check in with Departure on BTN 4.**

  “Departure, STING/TUNA 1XX, off Navy McCain passing (current alt) for (assigned alt).”

- **Departure will acknowledge radar contact.**

  “STING/TUNA 1XX , Meridian Departure, radar contact turn left/right hdg XXX intercept the 080 Radial outbound climb and maintian Seven thousand.”

- **Departure will eventually give you a climb to 11K and switch you to Atlanta Center BTN 24.**

  “STING/TUNA 1XX climb and maintain One One Thousand contact Atlanta Center BTN Two Four.”

Departure- cont

- **Check in with Atlanta Center.**

  “Atlanta Center, STING/TUNA 1XX, with you passing (current alt) for One One Thousand, request.”

- **Atlanta Center will respond and tell you to go ahead with your request.**

  “STING/TUNA 1XX, Atlanta Center, go ahead with your request.”

- **Since we do not have an LOA with Atlanta Center, you will have to make a full MOA request.**

  “Atlanta Center, STING/TUNA 1XX request the BHM MOA, Five to One Five for the next Zero plus Four Five.”

Departure- cont

- **Atlanta Center will give you your clearance into the PH MOA.**

  "STING/TUNA 1XX, Atlanta Center, you are cleared in to the BHM MOA, maintain One One Thousand until established, cleared block altitude Five thousand to One Fivethousand, altimeter setting XX.XX, discrete frequency while in the MOA will be Two Five Two Decimal Nine, Expect Further Clearance Time of XXXX, when ready to RTB return to this frequency."

- **You will read back the entire clearance. Then Atlanta will clear you into the area, tell you how many aircraft are in the area and clear you to switch discrete area frequency. (remember a flight of 2 or a flight of 4 is one flight, you need to account for all)**

  "Atlanta Center, STING/TUNA 1XX, is cleared into the BHM MOA, maintain One One thousand till established, cleared block altitude Five to One Five , altimeter setting XX.XX, discrete frequency while in the MOA is Two Five Two Decimal Nine, Expect Further Clearance Time of XXXX, RTB return this frequency, request discrete at this time."

  "STING/TUNA 1XX, Atlanta Center, you are cleared into the BHM MOA, there are ___ other flights in the area, cleared to switch Discrete, monitor guard."

- **Report cleared and switching and then check in on Area Common BTN 25. If there are no flights in the area request a radio check with Atlanta Center, they monitor BTN 25. You must get a positive check on area common frequency.**

  "99 Birmingham MOA, 1XX and flight/1XX flight of 4, checking in from the West, who's working."

  "99 Birmingham MOA, 170 Solo checking in from the West for the night route."

Departure- cont

- **Any aircraft in the area must respond with their position in the area.**

  “Flight of 2 working BHM East 12 and above” “Flight of four BHM West”

  “170 Solo, Greensboro One One Thousand” (Night Route)

  If you are transiting to an area report your position.

  “flight of 2 transiting BHM East to West”

- **Once you have accounted for all aircraft in the area, report your intentions.**

  “1XX and flight will take BHM East”

- **Since all calls made in the area must be responded too. At least one aircraft in the area must respond.**

  “Loud and Clear”

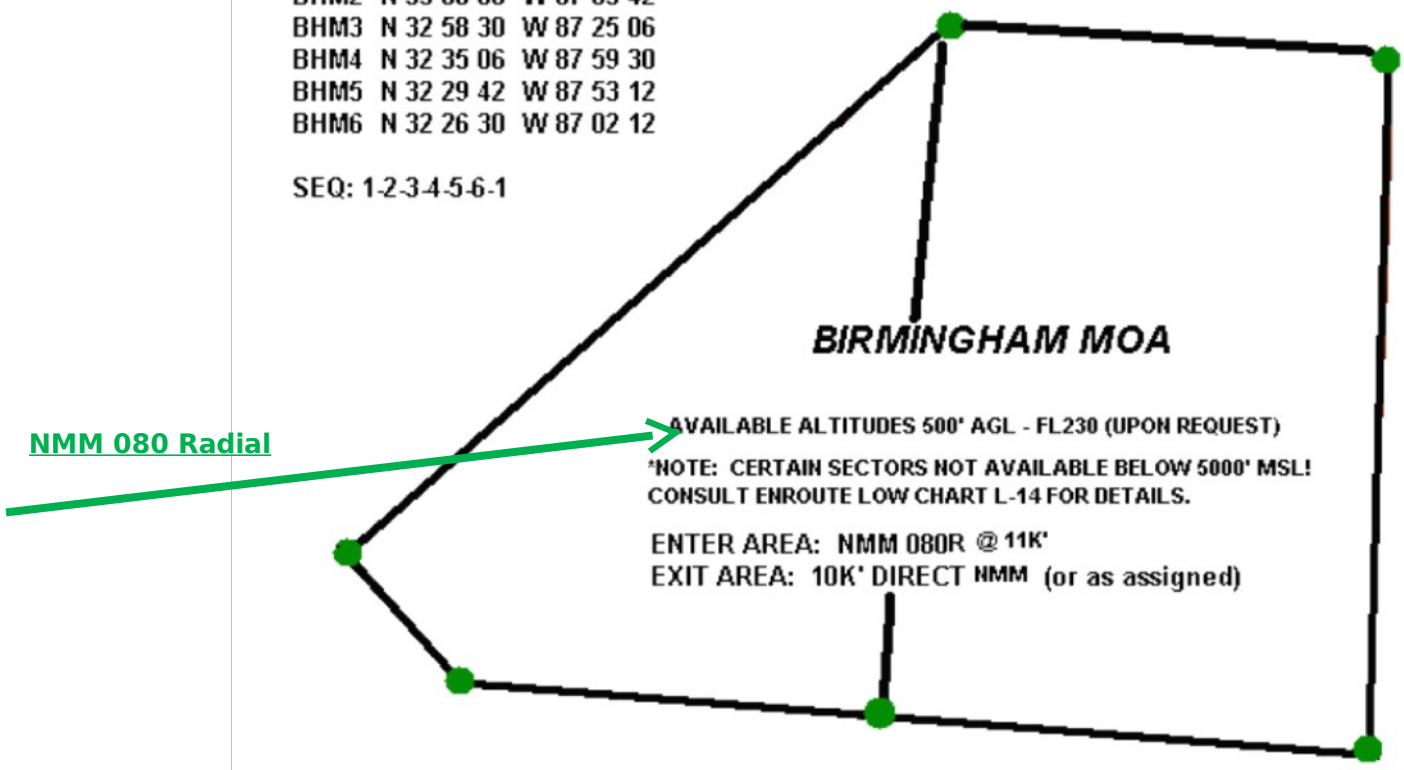
Area Entry

- **As depicted by the following slide, enter the Birmingham MOA from the West via the NMM 080 Radial at 11K.**
- **Remain at 11K till established in the MOA and de-conflicted.**
- **On the night route you will make a 99 call reporting each city. On the Night route you will proceed from Forkland (NMM 083/34) to Greensboro (NMM 081/49) to Centerville (NMM 073/74) when you turn at Centerville to head to Marion (NMM 087/63) you will make your 99 Call and report leaving 11K for 10K. When inside 45 DME you will report leaving the area to RTB NMM at 10K. You can work lower, entering at 6K and exiting at 5K depending on weather to maintain reference to the ground.**

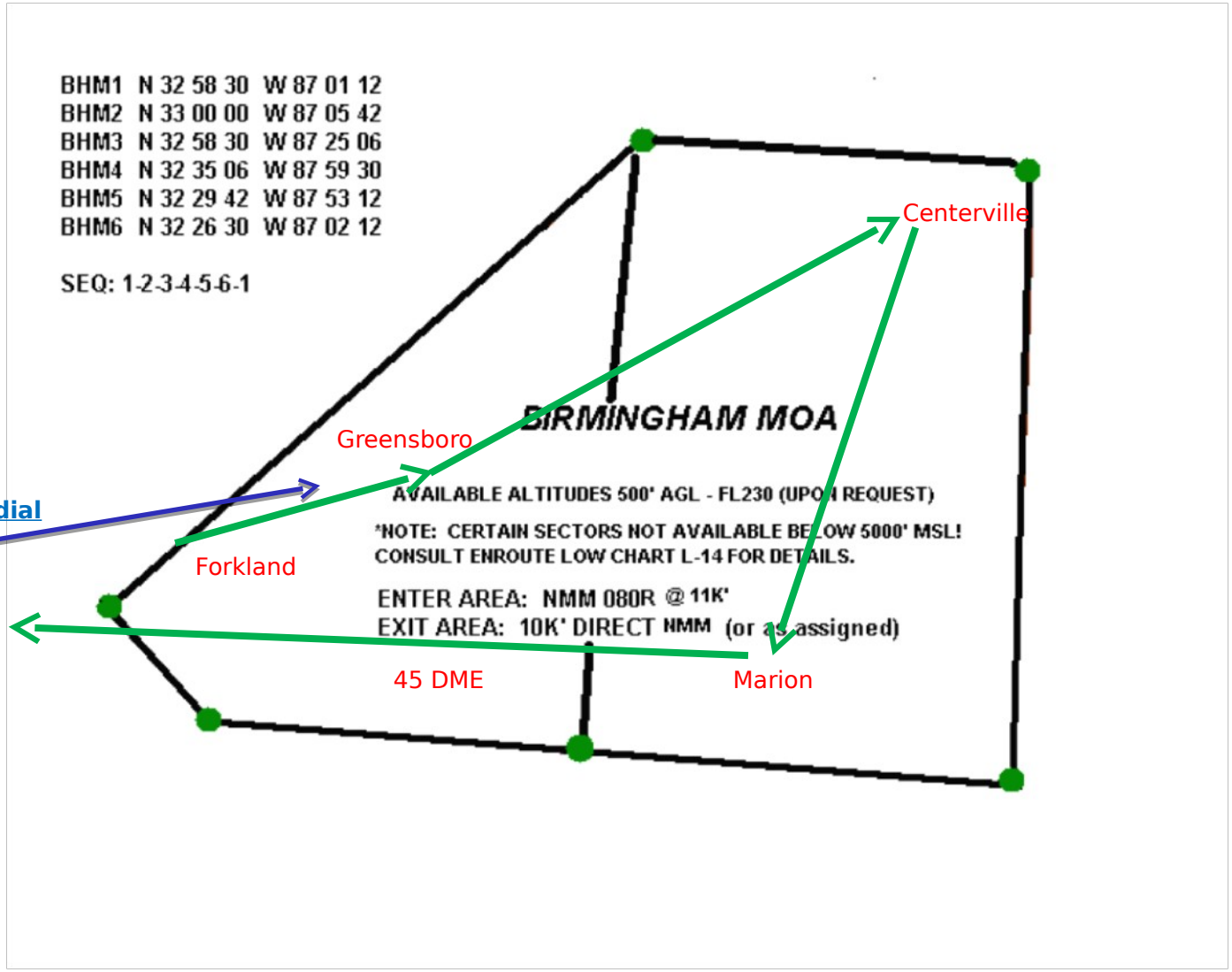
Birmingham MOA-Entry

BHM1 N 32 58 30 W 87 01 12
BHM2 N 33 00 00 W 87 05 42
BHM3 N 32 58 30 W 87 25 06
BHM4 N 32 35 06 W 87 59 30
BHM5 N 32 29 42 W 87 53 12
BHM6 N 32 26 30 W 87 02 12

SEQ: 1-2-3-4-5-6-1


BIRMINGHAM MOA
AVAILABLE ALTITUDES 500' AGL - FL230 (UPON REQUEST)
*NOTE: CERTAIN SECTORS NOT AVAILABLE BELOW 5000' MSL!
CONSULT ENROUTE LOW CHART L-14 FOR DETAILS.
ENTER AREA: NMM 080R @ 11K'
EXIT AREA: 10K' DIRECT NMM (or as assigned)
NMM 080 Radial

BHM MOA-NFAM Route


BHM1 N 32 58 30 W 87 01 12
BHM2 N 33 00 00 W 87 05 42
BHM3 N 32 58 30 W 87 25 06
BHM4 N 32 35 06 W 87 59 30
BHM5 N 32 29 42 W 87 53 12
BHM6 N 32 26 30 W 87 02 12
SEQ: 1-2-3-4-5-6-1
BIRMINGHAM MOA
AVAILABLE ALTITUDES 500' AGL - FL230 (UPON REQUEST)
*NOTE: CERTAIN SECTORS NOT AVAILABLE BELOW 5000' MSL!
CONSULT ENROUTE LOW CHART L-14 FOR DETAILS.
ENTER AREA: NMM 080R @ 11K'
EXIT AREA: 10K' DIRECT NMM (or as assigned)
Centerville
Greensboro
Forkland
NMM 080 Radial
45 DME
Marion

Established in the Area

- **Once you are established in one of the 2 working areas in the Birmingham MOA report established or first point of the night route on BTN 25.**

  “99 Birmingham, 1XX and flight, established Birmingham East/ West”

  “99 Birmingham, 1XX Solo, Forkland One One thousand.”

- **Since all calls made in the area must be responded too, at least one other a/c will respond accordingly. If you got a radio check from Atlanta Center you don’t need to hear a response to you established call.**

  “Loud and Clear”

- **11K is used for entry, 10K for exit. Night route descend to 10K at Centerville.**

Checkout

- **When ready to RTB copy ATIS on BTN 30 on #2 radio.**

- **To RTB to NMM Descend to 10,000 FT MSL, passing 11,000 FT MSL make call checking out of the area for RTB NMM (For NFAM hops report inside of 45 DME checking out of the night route.)**

  “99 Birmingham, 1XX and flight, checking out One Zero thousand.”

  “99 Birmingham, 1XX solo, inside of 45 DME, checking out from the night route.”

- **Since all calls in the area must be responded too, at least one a/c will respond accordingly if there is an aircraft in the area.**

  “Loud and Clear”

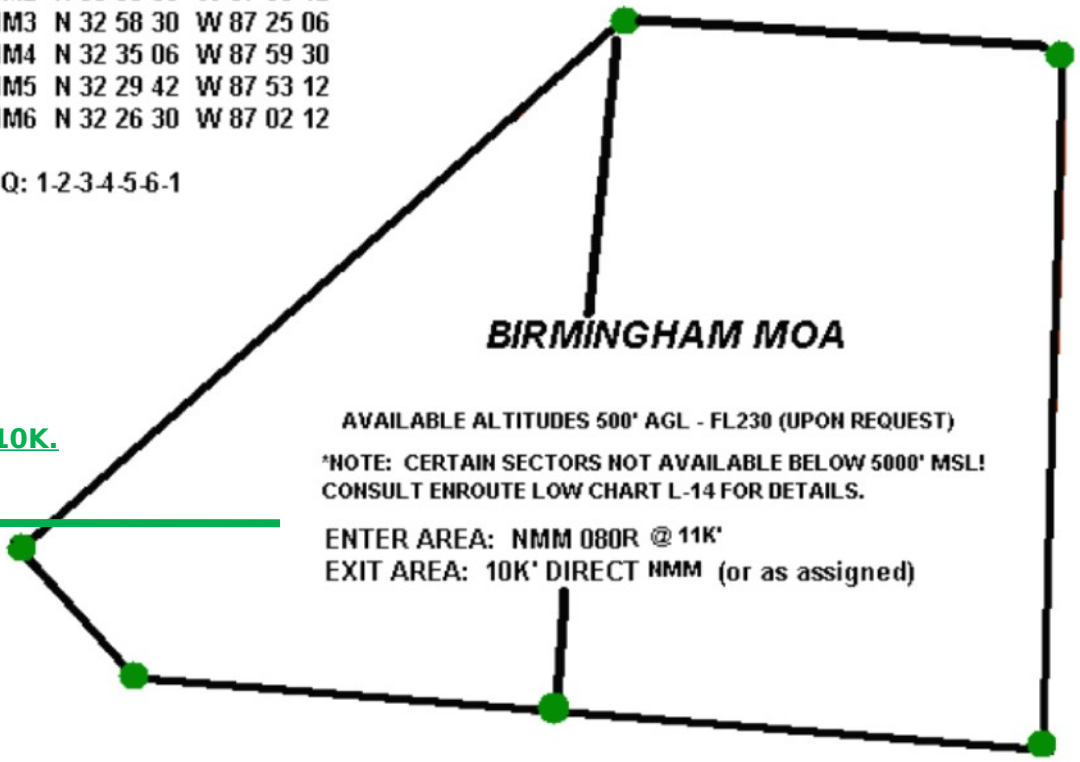
Checkout- cont

- **The following diagrams show the direction of check out for the different areas.**
- **You must remain in the MOA at 10,000 FT MSL until you are cleared to RTB to NMM or MEI.**

BHM MOA- Checkout

BHM1 N 32 58 30 W 87 01 12
BHM2 N 33 00 00 W 87 05 42
BHM3 N 32 58 30 W 87 25 06
BHM4 N 32 35 06 W 87 59 30
BHM5 N 32 29 42 W 87 53 12
BHM6 N 32 26 30 W 87 02 12

SEQ: 1-2-3-4-5-6-1


BIRMINGHAM MOA
AVAILABLE ALTITUDES 500' AGL - FL230 (UPON REQUEST)
*NOTE: CERTAIN SECTORS NOT AVAILABLE BELOW 5000' MSL!
CONSULT ENROUTE LOW CHART L-14 FOR DETAILS.
ENTER AREA: NMM 080R @ 11K'
EXIT AREA: 10K' DIRECT NMM (or as assigned)

Direct NMM at 10K.

Checkout- cont

- **Once you have checked out of the area on BTN 25 contact Atlanta Center on BTN 24.**

  “Atlanta Center, STING/TUNA 1XX, with you One Zero thousand RTB Navy McCain.”

- **Atlanta will respond with radar contact and your position (usually from Demopolis or EWA).**

  “STING/TUNA 1XX, Memphis Center, radar contact 10 miles North East of Demopolis, you are cleared direct Navy McCain, maintain One Zero thousand.”

- **You will respond with one of the following.**

  “STING/TUNA 1XX, cleared direct Navy McCain, maintain One Zero thousand.”

RTB to NMM

- **When cleared for to RTB NMM maintain 10K until cleared for a descent by Atlanta Center.**
- **At some point Atlanta Center will clear you to switch Meridian Approach on BTN 21.**
- **On the RTB to NMM make your request for type of arrival with Meridian Approach. NFAM will request vectors to final for No Flap GCA to a touch and go then out to the initial if a No Flap landing is required. If a No Flap landing is not required on the NFAM they will request the overhead.**
- **Once cleared RTB NMM you don’t need the area in the system. Put a course in for appropriate runway and select PLAN. (NMM: 19L- CRS 189, 1L- CRS 009, 28- CRS 280, 10- CRS 100).**

Descent

- **Once Atlanta Center is ready to hand you off to Meridian Approach they will switch you to BTN 21.**

  “STING/TUNA 1XX, Contact Meridian Approach local BTN Two One.

- **You respond.**

  “STING/TUNA 1XX switching BTN Two One.”

- ***Check in with Meridian Approach and advise them you have the current ATIS. Use request if you want anything other than vectors to the initial.***

  “Meridian Approach, STING/TUNA 1XX, with you 10 thousand RTB Navy McCain with information ___, request.”

Descent- cont

- **Meridian appoach will respond.**

  “STING/TUNA 1XX, Meridian Approach, go ahead request.”

- **You will then make your request for approaches.**

  “Meridian Approach, STING/TUNA 1XX, request vectors to final for the PAR Rwy____, followed by vectors to the overhead.” (NFAM)

  “STING/TUNA 1XX, request section GCA followed by vectors to the initial.”

Clearance

- **Meridian Approach will then clear you for the approach.**

  “STING/TUNA 1XX, Meridian Approach, you are cleared direct Navy McCain, descend and maintian ___ thousand, expect vectors for the _____.”

- **You respond.**

  “STING/TUNA 1XX, cleared to the NMM/MEI, leaving ____ for ____.”

Tower Check In

- **On the approach to Navy McCain Meridian Approach will clear you to switch to McCain Tower on local BTN 12.**

  “STING/TUNA, Meridian Approach, contact McCain Tower local BTN One Two.”

- **You will respond.**

  “STING/TUNA 1XX, switching BTN One Two.”

- **Check in with tower on BTN 12.**

  “McCain Tower, STING/TUNA 1XX, 7 Northeast for the Initial Rwy ____.”